

MANAGING TRAFFIC ON BLOOMINGTON'S STREETS

AMENDED POLICY TO INCREASE SAFETY AND ADDRESS TRAFFIC SPEEDS

By Mayor Gene Winstead

TRAFFIC CONCERNS ON NEIGHBORHOOD streets are growing, not only in Bloomington, but across the metro area. More people are taking more trips and traveling more miles. The gasoline tax, used to fund improvements to major arterials including I-494 and I-35W, has not been raised in many years. The consequences are congestion on arterials and motorists often using alternative routes, such as collector streets, to get to their destinations.

Some motorists are disregarding traffic laws as they try to keep up with the increasing demands of life. Bloomington Police are increasing law enforcement efforts to target speeding drivers and help reduce crashes and injuries. *See article below.* In addition, the City Council recently approved an amended policy to help improve the safety of Bloomington's streets and to address neighborhood concerns about traffic speeds.

As part of the City's traffic-calming program, collector streets with no center

medians and daily traffic counts of less than 10,000 vehicles per day will be reviewed for potential changes from four undivided lanes to two lanes or two lanes with center, dual left-turn lanes. On-street parking or striped shoulders will be added where width is sufficient.

The policy's goal is to increase safety and attempt to decrease speeds without negatively affecting the roadway's level of service. Streets will be considered for the program as they come up for maintenance under the City's Pavement Management Program and neighborhoods will be informed when that occurs. An open house was held in July for streets eligible for the 2006 program.

Streets approved for the 2005 program included Nine Mile Creek Parkway from Stanley Avenue to 90th Street, Poplar Bridge Road/90th Street between Collegeview and Harrison roads, and 84th Street between Pillsbury and Nicollet avenues. Council and staff will monitor the new policy to see how



it is working. City staff will collect data on speed and volume of traffic and report the results of the program to Council after one year.

The City's role in trying to calm traffic through street design and law enforcement can help, but driver behavior has a major impact. Surveys show that speeding drivers are often people who live in the neighborhood. We can all do our part to improve the safety of our streets.

For more information about the traffic-calming program, visit the City's Web site at www.ci.bloomington.mn.us, keywords: Traffic calming, or call Amy Marohn, Traffic Calming Coordinator, at 952-563-4532.



“People are driving 15 mph over the speed limit,” Bloomington Police Officer Bret Anderberg said. “The fact that some of the public feels comfortable driving above the posted limits is a safety concern.”

POLICE INCREASE EFFORTS TO REDUCE TRAFFIC SPEED

BLOOMINGTON JOINS METRO-WIDE EFFORT

BLOOMINGTON POLICE AND LAW enforcement around the metropolitan area have a message for speeders: Drive the speed limit or receive a ticket. The Speed Wave campaign, a coalition of 10 state, county and local law enforcement agencies began in June to target speeding drivers and help reduce crashes and traffic injuries.

Over the last two months, Bloomington Police have partnered with Eden Prairie, Edina, Eagan, Mendota Heights, Minneapolis and the Minneapolis-St. Paul International Airport in a combined effort to reduce motorists' speeds. Law enforcement officers worked together to target areas in each of the cities.

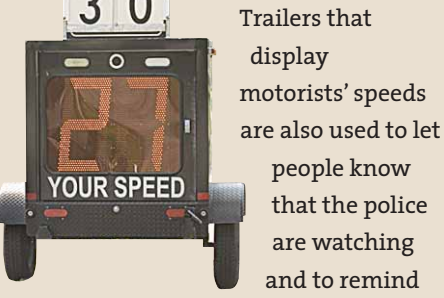
Diminishing respect for traffic laws seems to be the root cause of a

significant percentage of crashes. Bloomington Police Officer Bret Anderberg said increased speeding citations help change driver behavior.

According to a survey released by the Governors Highway Safety Association, speeding should be given the same level of attention as occupant protection and impaired driving. In 2004, Bloomington Police began targeting high-volume crash areas with extra enforcement. The increase in traffic law enforcement has resulted in a decrease in personal injury accidents in Bloomington. *See graph.*

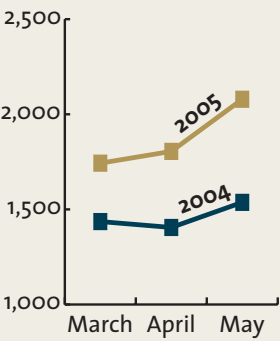
“We’re trying to keep speeds down to reduce crashes,” Anderberg said. “In general, 30 mph and below are the speeds at which drivers have the most control over their vehicle.”

Police use devices that monitor speed, volume, type of car and speeding times to target speeders in specific neighborhoods. Trailers that display motorists' speeds are also used to let

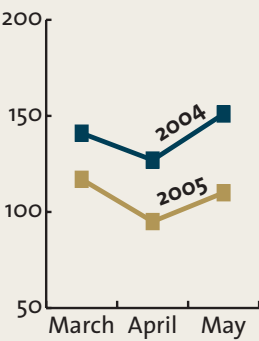


people know that the police are watching and to remind motorists to check their speeds. For more information, call Bloomington Police at 952-563-4900.

TRAFFIC STOPS



VEHICLE CRASHES



Police data from March through May shows that increased traffic stops in 2005 corresponded to a decrease in vehicle crashes compared to the year before.



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